

## Minutes for RBAC Meeting: March 2, 2022

7:00 – 9:00 pm, virtual Webex meeting

*In attendance online:* Wendy Aaronson, Steve Andruski, Bryan Barnett-Woods, Nancy Breen, Sophie Chan-Wood, Lynda Honberg, Jake Jakubek, Carl Petersen, Mark Pierzchala, Jonathan Solomon, Shannon Brescher Shea and Dave Stinchcomb.

Nancy started the meeting at 7:05 pm and requested changes to the agenda.

(1) Steve sent a reminder email to Nancy that the **Rockville Bike Hub** is a separate and independent entity from RBAC. RBH is a non-profit community bike shop that differs from RBAC as an advisory committee to the City. Any questions or inquiries can be directed to [rockvillebikehub@gmail.com](mailto:rockvillebikehub@gmail.com) which is reviewed by all board members.

The **Traffic and Transportation Commission** has a new chair: Kathleen Kleinmann. She moved to Rockville Town Center about 2 years ago so she could easily access public transportation. She would like TTC to expand its duties. She wants to work more closely with RBAC and RPAC (she is a member of RPAC). Bryan's duties will expand to staff TTC as well as RBAC, RPAC and Vision Zero.

At the last TTC meeting, Nancy presented what RBAC does and suggested some ways we could collaborate with TTC (see attached slides).

When Kathleen received the letter Jake drafted about compulsory negligence, she wrote Peter Gray, of WABA to ask him to include it on WABA's 2022 list to bring to the attention of Maryland legislators.

The **RBAC Annual Report** was last presented to the Mayor and City Council in 2020. This may need updating to include virtual rides, safety measures and other updates. The League of American Bicyclists application will open in May and is due in the fall.

(2) As part of the **City Update**, Bryan said the Baltimore Road projected completion date has been postponed due to supply-chain issues.

A proposal has been submitted for a possible bicycle bridge in the Twinbrook neighborhood. The Scott Drive project is moving forward. The Town Center complete streets is in process.

The City budget hearings will be held March 7, 21 and April 4. The transportation portion of the budget starts on page 301 in this FY2023 Proposed Budget file: <https://www.rockvillemd.gov/DocumentCenter/View/44320/FY-2023-Proposed-Budget>

**Bike to Work Day** will be on Friday, May 20, 2022. Volunteers are welcomed at the Town Center pitstop. Registration is now open for both Rockville pitstops: [www.biketoworkmetrodc.org](http://www.biketoworkmetrodc.org)

Nancy, Lynda, Shannon and Wendy can volunteer at the Town Center pitstop. Sophie will be at the Falls Grove pitstop along with the Rockville Bike Hub.

(3) Mark provided the **Council Update** and said spending is tight. It would be good for RBAC to make an appearance at the March 7 budget hearing.

As part of the Baltimore Road project, he thought the curb by the church was going to be eliminated. Bryan will look into this.

The proposal to change the Contributory Negligence law will need to be presented to County Council but this term is ending so the next term may be more realistic. Before presenting to the City Council, it may need a Vision Zero slant as well as some concrete examples.

The Mayor and City Council is still working against the expansion of I-270.

The Bus Rapid Transit project will be presented to the Mayor and City Council on April 18.

(4) Carl presented slides which summarized the **2021 Bike Rockville rides**. There was not a bike month kick off ride, but we had 14 Tuesday night rides starting in June in addition to 13 other rides throughout the year including the International Ride of Silence. He hopes more RBAC helpers can join since attendance numbers have been between 20 to 30 cyclists. Planning for 2022 rides will be postponed to the next meeting.

(5) Jake is still working on the **contributory negligence letter** to the Mayor and City Council. He may need more organizations to support this in Maryland; maybe pass long to WABA for advocacy or look for a sponsor in the state assembly. After support from RBAC and RPAC, he will present to the Mayor and City Council then to state legislators.

(6) Jonathan provided the **Tour de Cookie** update. Charlie Regan has officially become the Executive Director and Marcia Silverstein is the event coordinator. He says Charlie has been in touch with the previous event coordinator, Nina Blecher and plans to test ride both routes before the event. Jonathan reminded them they will need SAG (support and gear) for each route and bike marshals to ride on May 7. Anyone interested in volunteering can reach out to them directly at: [director@treehousemd.org](mailto:director@treehousemd.org) or [silbersteinmarsha@yahoo.com](mailto:silbersteinmarsha@yahoo.com)

(7) Wendy is continuing to work on more **bike racks** in the City. She has reached out to Michelle Wilson at REDI but she's been too busy to provide a list of landlords.

(8) Shannon reported new bike racks have been installed at Beall Elementary School. She also looking for a point person at the school to implement **Bike to School Day**.

(9) Nancy reminded everyone that RBAC will be sending the letter about **RedGate Park** to the Mayor and Council. (see attached). No budget has been allocated for RedGate for the next five fiscal years but could still be a good linkage to area bikeways.

Also, RBAC will be supporting the **Washing Street and Middle Lane road diet** (see attached letter) although the West End Civic Association may oppose this.

Meeting adjourned at 9:25 pm.

Respectively submitted,

Sophie Chan-Wood

February 24, 2022

Honorable Mayor and Council Members,

The Rockville Bicycle Advisory Committee (RBAC) is writing to strongly support the North Washington Street/East Middle Lane Road Diet and Complete Streets project initially recommended by the Urban Land Institute Town Center study and further proposed by Rockville City staff. Changes to the road illustrated in the city's drawings are consistent with many of the RBAC recommendations, will complete these streets, and improve safety for all users. This project also aligns with the approved 2017 Bikeway Master Plan, the 2020 Vision Zero Action Plan, and the Rockville 2040 Comprehensive Plan. Additionally, this project will encourage more multimodal reducing transportation related emissions as recommended in the recently approved Climate Action Plan.

Higher speed during crashes with motorized vehicles is closely associated with fatalities. The changes proposed are designed to reduce illegal speeding and provide facilities to help all road users be more mindful of each other's presence, which will create a safer environment for all street users – people walking, bicycling, and driving. Drivers will have a slower, more predictable environment with a single lane of traffic in each direction, cyclists will have dedicated bike lanes, so they are neither in the vehicle traffic lanes nor competing with pedestrians on sidewalks. Everyone will benefit from slower vehicular traffic on Washington Street and Middle Lane and fewer bikes on the sidewalk. Residents and visitors will appreciate the traffic calming effects of the new bike lanes.

Additionally, as reviewed by City staff during the feasibility analysis of this project, the proposed Complete Streets modifications to these roads will improve the traveling environment for people walking, bicycling, and using transit, while not noticeably increasing motor vehicle congestion.

RBAC feels the project is sound and that it would improve the road conditions and safety for everyone using North Washington Street and East Middle Lane.

Thanks for your consideration.

Respectfully,  
Nancy  
Nancy Breen, Chair  
Rockville Bicycle Advisory Committee  
<http://www.rockvillemd.gov/index.aspx?NID=319>

Honorable Mayor and Council,

The Rockville Bicycle Advisory Committee (RBAC) has considered the proposals to Red Gate Park that were presented at the March 30, 2022, Rockville Mayor and Council meeting. This committee also looks forward to the opportunity for a representative of the Red Gate Park project to attend and present at a future RBAC meeting.

RBAC prefers the city suspend development with no further development on the park for the moment. Red Gate Park is already a beautiful park for people and wildlife to enjoy and RBAC Volunteers feel the park should be maintained in its current state. Keeping the park as is will allow City of Rockville Staff to better monitor how people use the park and develop it accordingly. While RBAC members have ridden bicycles within the park, the park's limited size, varied topography, and narrow pathways make this location a less desirable place as a bicycling destination for group recreational bicycle rides; it is however, currently enjoyed by families with small children who ride on the paths.

While Red Gate Park in and of itself would not be an ideal bicycling destination, it's location adjacent Lake Needwood Park, Lake Frank Park, and the Rock Creek Trail make it a valuable connection point between Rockville Town Center, The Carl Henn Millennium Trail, the Civic Center, and important recreational amenities and bicycling routes in Montgomery County. Although RBAC recommends that no redevelopment take place presently, should Red Gate Park be redeveloped, RBAC strongly recommends a connection between the neighboring amenities and the park or that no development prevent the future possibility for linking the park to widely used facilities in the region.

Should you have questions, or wish to discuss this in further detail, please do not hesitate to contact me.

Thanks for your consideration.

Respectfully,  
Nancy Breen, Chair  
Rockville Bicycle Advisory Committee

# Rockville -- becoming a Bike-Friendly City

*Presented by*  
Nancy Breen, Chair  
Rockville Bike  
Advisory Committee  
February 22, 2022  
*Rockville Traffic and  
Transportation  
Commission*



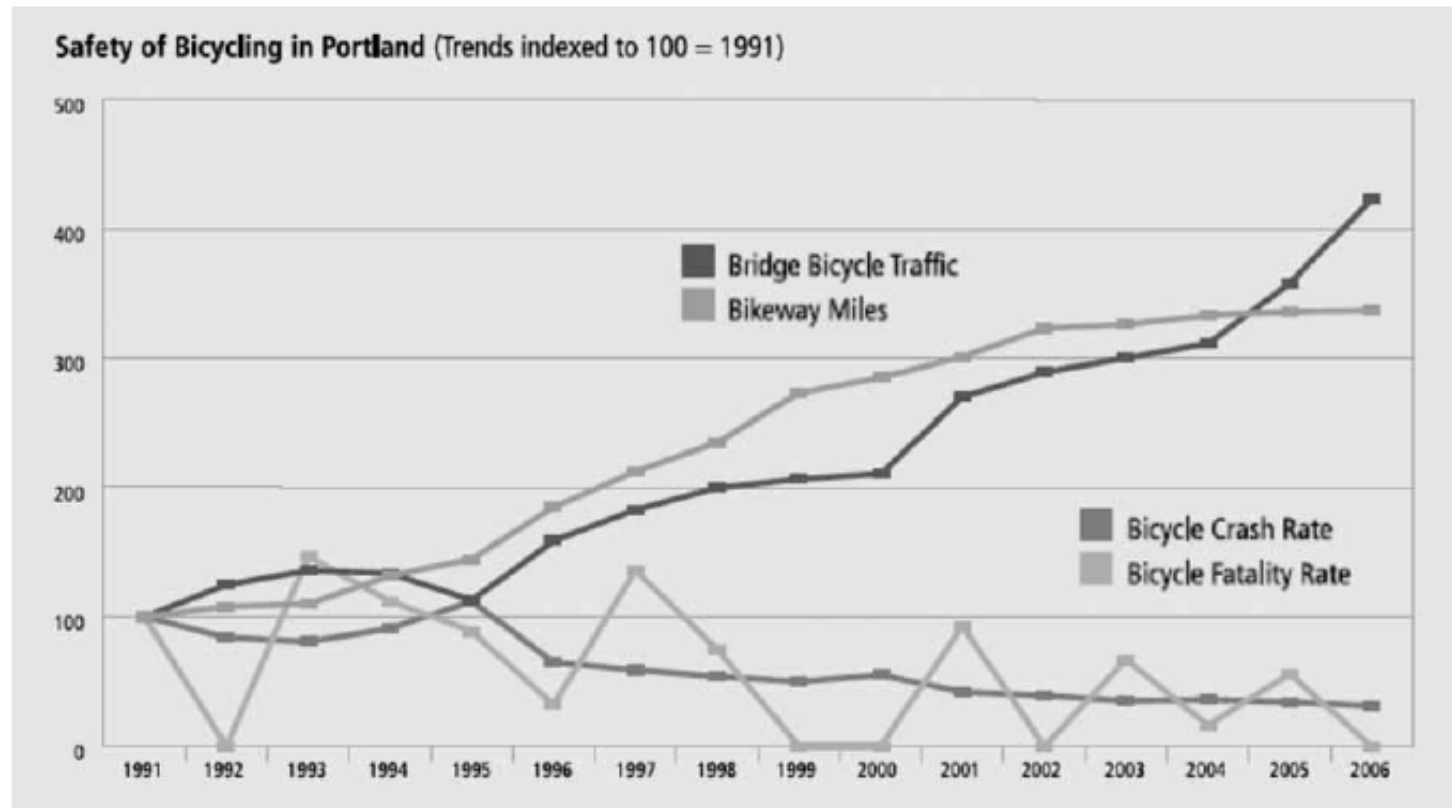
**Parity for Cyclists , Pedestrians and  
motorized vehicles**

# Steps in Achieving Parity

1. Planning
2. Leveraging Policy
3. Getting Funding
4. Monitoring progress

*Why is parity needed?*

# More Bicyclists, Fewer Crashes, Fewer Fatalities

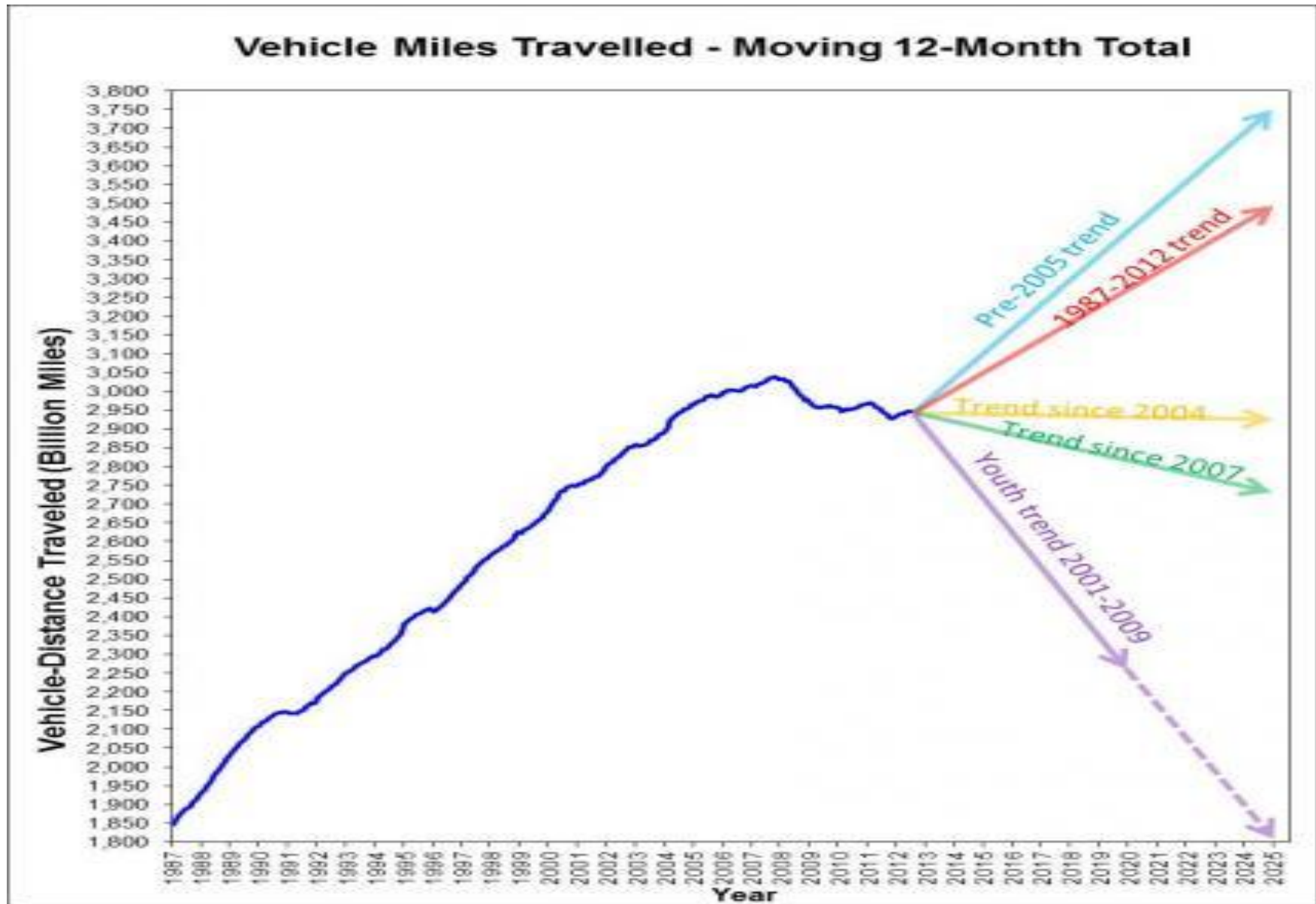


**Figure 5** — Relative changes in bicycle traffic, bikeway miles, reported crashes, and cyclist fatalities in Portland from 1991 to 2006.

**Source:** Thomas Gotschi *Costs and Benefits Of Bicycling Investments in Portland, Oregon* *Journal Of Physical Activity And Health*, 2011



# Vehicles are not the wave of the Future 1987-2025



# Barriers to Parity and Equality in Rockville

## Social and Physical Barriers

- Divided into 3 geographic sections by Metro and I-270
- MD355 is **only** north-south surface street
- MD355 belongs to Maryland SHA
- Inequality by income/SES and Race/Ethnicity

## Rockville Survey Results

City survey asked about ease of cycling. Results showed the greatest ease west of I-270, followed by the area between I-270 and 355, followed by east of 355.

This finding corresponds to the availability of bicycle routes in neighborhoods and reflects connectivity to recreational destinations in Rockville.

It also reflect inequality by income and race/ethnicity

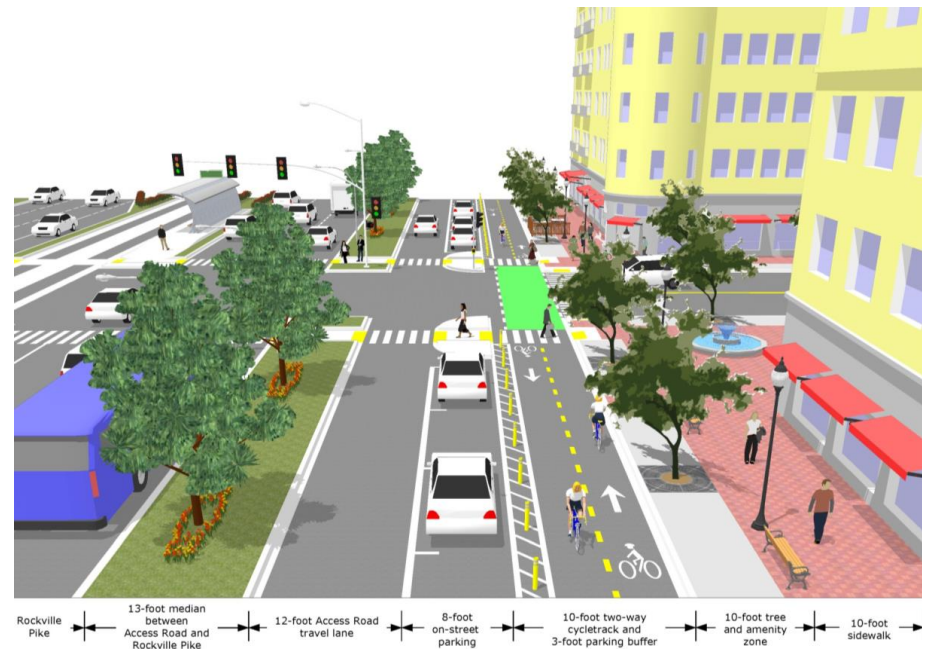
# Rockville Pike

## the Face of Rockville

Rockville Pike ~1960



Rockville Pike Envisioned



# Upcoming Projects on MD355

- **Twinbrook Quarter**
- **900 Rockville Pike**
- **460 Hungerford (formerly Maxim/Meixin Supermarket)**
- **16400 Hungerford (King Buick)**

Will they include:

**10-foot 2-way protected bike lanes?**

**20-foot sidewalks with amenities?**

# *The Five E Framework*

[The 5 E's | League of American Bicyclists \(bikeleague.org\)](https://bikeleague.org)

- Equity, Diversity & Inclusion (EDI): A Bicycle Friendly America for Everyone
- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation and Planning



# ENGINEERING

- ✓ Bicycle master plan
- ✓ Unity Bridge – spans Metro at Frederick Ave.
- ✓ The Carl Henn Millennium Trail - Rockville's bicycle beltway
- ✓ Sister City Friendship Bridge - spans I-270 along Route 28
- ✓ 13 BikeShare stations in the city limits
- ✓ Aspen Hill bike/ped bridge – spans Norbeck Rd.



# Millennium Trail

**Crosses Route 28, Rockville Pike,  
Interstate 270 and Falls Road**



- **10.6 miles encircling the city**
- **Funded by three Transportation Enhancement grants. In total, \$2.07 million in Federal funding was matched by \$2.16 million in local funding**

# Sister City Friendship Bridge



- Spans Interstate 270 along Route 28
- Cost \$4.2 million (\$3.8 million federal grant issued through the Maryland Department of Highway Administration)



# ENCOURAGEMENT

- ✓ LAB Bike Friendly City
- ✓ Rockville Bike Map
- ✓ Route finding signage: Distance and Destination Signage
- ✓ Mayor and Council Proclamation: May is Bike Month
- ✓ Safe Routes to Schools
- ✓ Memorial Day Parades since 2011
- ✓ National Bike to Work, School and College Days
- ✓ National Ride of Silence

Rockville Bike Hub –

*free bike checks & repairs at Pike & Rose Farmers Mkt*

*Repairs and refurbishes bikes for TERRIFIC KIDS*

# Organized Group Rides -- Education and Encouragement

Each ride begins with information about safe cycling

**2019**

<b>Ride Name</b>	<b>When</b>	<b>Total Number of Cyclists</b>	<b>Average Length of Ride</b>
Tuesday Evening Rides (Weekly)	June 4 to August 27	310	8 to 9 miles
Carl Henn Millennium Trail Ride (Monthly)	June 16 to October 20	86	11 miles
Various rides	April to December	257	11 to 15 miles

# **EVALUATION & PLANNING** are systems in place to evaluate programs & plan?

- ✓ Measure the amount of cycling
- ✓ Measure crash and fatality rates
- ✓ Are the numbers improving?
- ✓ How much of the bike master plan has been implemented?
- ✓ Is it implemented fairly throughout the city?
- ✓ How close is Rockville to Vision Zero?
- ✓ Silver Bike Friendly Award for Rockville

# *Moving Forward Together*

- Already RPAC has inspired and strengthened RBAC
- Working with TTC would further strengthen both committees
- A single staff person for all three increases our ability to collaborate
- Develop consistent messages for the city
- Organize to use our resources more efficiently

## *Some Issues for Collaboration*

- Consistent distance and destination signage throughout the city
- Dedicated staff to obtain funding to move toward parity for cyclists and pedestrians with motorized vehicles
- Work with city staff to develop videos and other communications to promote multi-modal transport – “moving people not cars”
- Complete Street Study for MD355
- Bus Rapid Transit on Veirs Mill and MD355

Thanks